

HGFA Restricted Pilot Certificate



Paragliding

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A pilot undertaking to achieve an HGFA Restricted Pilot Certificate may do so in accordance with the requirements for the pilot certificate as per section 7.3.2 of the HGFA Operations Manual.

Prior to application for this certificate the pilot must have:

Completed flight and ground training in accordance with section 8 of the HGFA Operations Manual over a period including 6 training days on the type of aircraft for which this certificate is being sought OR

If converting from another HGFA aircraft type where the pilot is the holder of an Intermediate or Advanced Pilot certification then a minimum of 25+ hours total flight experience is required with at least 2+ days flight and ground training on paragliders.

The pilot applying for this certificate must complete both a Flight Skill test and an Aeronautical Theory test.

The pilot applicant may complete these requirements in any sequence within a 12 month period leading to the time of application. If any part of these requirements is completed prior to 12 months by time of application then that part must be redone.

Any portion of the Flight Competency Checklist can be witnessed and signed by an HGFA approved Flight Instructor following any flight.

The Aeronautical theory test must be undertaken individually and without making reference to any text or entering any discussion during the examination time. The exam may be overseen by an approved HGFA Instructor.

To make application for the Restricted PG Pilot Certificate the pilot applicant should submit:

- The Application form (page 2 of this document) completed with dates and signatures of all parts of Flight Skill Test;
- Result sheet of the Theory Examination signed by the overseer of the examination
- Any fees that may be applicable to the certification being applied for.
- Any applicable fees
- Copy of entry to Pilot's Flight logs relating to the tests shown and total hours logged
- Medical declaration as per section 7.3.4 of the Operations Manual



HANG GLIDING FEDERATION OF AUSTRALIA

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RESTRICTED PARAGLIDING PILOT CERTIFICATE APPLICATION

Form 7a - Revised June 2008 **NOTE: Please complete all details in BLOCK letters.**

Surname: _____ Given Name: _____

HGFA Number: _____ Membership Expiry Date: ____/____/____
(N.B.: INSTRUCTORS MUST CHECK APPLICANT'S MEMBERSHIP CARD TO VERIFY CURRENCY)

Address: _____ City/Suburb: _____

State: _____ P/code: _____ Contact Phone Number: _____

Demonstrated Skills (Individually observed by Instructor)	Foot	Tow	Instructor	Date
Lay-out / packs up paraglider: a) nil - light wind (0-5 knots)				
b) moderate - strong wind (10-15 knots)				
Pre-flight checks glider, harness and other equipment used and understands the reason for and methodology of the checks.				
Take-off skills and techniques in:	a) light wind (< 5 knots)			
	b) mod winds (8-15 knots)			
	c) reverse deployment			
	d) slight cross wind <30° off slope)			
Airspeed control is smooth / accurate and returns to given airspeed without oscillation from:	a) min. sink speed			
	b) maximum speed			
Landing approach speed and consistent landing on feet:	a) in light/nil wind			
	b) in mod wind			
Assesses conditions as suitable for flight and selects appropriate launch point conditions for take-off.				
Demonstrates rear riser steering.				
Standard aircraft type circuit and "S" turn landing approach accuracy.				
Demonstrates a thorough understanding of rigging a speed system and the knowledge and ability to safely utilise it.				
Demonstrates the ability to deploy and recover from "Big ears".				
Coordinated turns (R&L) through 180° and 360° with accurate roll out and stabilise on new course using both flat and moderate bank angles.				
Soaring skills and Airtime: Three soaring flights of at least 15 minutes duration (assistance permitted) or ten (10) flights of no less than 5 minutes duration demonstrating all soaring skills. One flight must be from a site in excess of 500 feet. The pilot will have a minimum of 30 flights at a minimum of 3 sites.				

Instructor Declaration

I, (Instructor's name) _____ hereby certify that **I have confirmed** the above named pilot's HGFA membership status **and I verify that** the applicant has completed all the flight and theory test requirements, including a successful check flight, to an acceptable level in accordance with the HGFA Operations Manual and HGFA Pilot Training Syllabus for the issue of a Restricted Paragliding Pilot Certificate.

THEORY EXAMINATION: Place of test: _____ Date Tested: _____ Score: _____

SIGNATURE: _____ HGFA #: _____ DATE: _____



HANG GLIDING FEDERATION OF AUSTRALIA

RESTRICTED EXAMINATION STUDY PAPER - PARAGLIDING

This study guide is provided to enable students to prepare for the multiple choice Restricted Paragliding Certificate theory examination which must be passed prior to the issue of a Restricted Paragliding Pilot Certificate. The multiple choice examination is in two parts, to achieve a pass an applicant must correctly answer all Part A questions (1 to 20) and correctly answer 75% of Part B questions (20 to 80). Failure in either part will require entire re-examination.

A student must be able to answer any of the questions and have an understanding of the subjects listed below.

PART A Required Pass 100%

What are the VMC criteria below 10,000' amsl?
Other than during the launch and landing phase, what is the minimum height a glider may be flown over any city, town or populous area?
What is the minimum distance a paraglider may be flown from spectators?
What are the rules of the air:
When two gliders are approaching at different heights?
When joining a thermal?
When a glider overtakes another?
When two gliders approach head on along a ridge?
When two gliders approach head on in clear air?
When two gliders approach at right angles?
When entering a thermal below a sailplane?
What technique is used to recover from a wing tip tuck?
What is the recovery technique from a stall whilst in a turn?
How do you recover from a full stall?
What are the pilot responsibilities regarding right of way?
What are the legal requirements as to when and where a paraglider may be flown?
When may a person act as pilot-in-command of a paraglider?
What are the priorities of First Aid?
What are the pilot responsibilities for collision avoidance?
Which rule of paragliding differs from those of sailplanes?
What is the HGFA recommended time between parachute repacks?
What problems are associated with hang gliders and paragliders flying together?

PART B Required Pass 75%

How would you define the following:
Camber? Crossport venting?
Pendular stability? Airfoil profile? A variometer?
When is a tuck most likely to occur?
What do you do if you are about to land in trees?
What is the primary cause of wake turbulence and when would you expect it to be most pronounced?
What is the most serious contributor to glider deterioration?
What must be examined to ensure a paraglider is in good condition?
Where could you have a damaged paraglider repaired?
What are the steps to untangle a paraglider and how would you check it?
How would you land in strong winds and how would you prevent being dragged backwards?
What would you do if the wind strength increases whilst you are soaring and you are being blown behind the ridge?
What causes a full stall?
What happens to the following as the angle of attack is increased: Airflow over a wing? Total drag? Total lift?

What should be considered before attempting a 360° turn in front of a hill?
What indicates a parachutal stall?
What function do trim tabs and speed bars have?
What is a wind gradient; when does it affect your flying; and how would you cope with it ?
What happens when the brakes are pulled down progressively in flight?
What causes the main wake turbulence behind gliders?
In which situations would you:
Fly at close to maximum airspeed?
Fly at an airspeed which gives you minimum sink rate?
Fly at an airspeed which gives best L/D?
What should you do if you are unsure of clearing a power line or other obstacle to reach your preferred landing field?
What is the correct accident reporting procedure?
What is meant by the following:
The abbreviation CAO? The altimetry term QNH?
The term "G" airspace? The abbreviation CTA?
The abbreviation CTAF? The abbreviation CAR?
Where would you find the CAO which refers to paragliding?
What would indicate the approach of a squall or storm?
What are the best ways to pick wind direction and strength whilst flying inland; and whilst flying on the coast?
What are the height limits and requirements for hang gliders in: Class "G" airspace? Controlled airspace?
What are the VHF requirements for flying in Class "E"
What factors contribute to terrain induced turbulence?
What is turbulence & possible causes?
What is the safest speed to fly in turbulence?
What meteorological conditions must be considered before deciding to fly?
What should a pilot do when entering wind shadow?
What are dangers of flying near or in cloud?
How do you recover from : A parachutal stall?
An impending stall? A stall whilst flying downwind?
A frontal tuck? A stall whilst in a banked turn?
What is the danger in a wing tip tuck?
Under what circumstances would take off and landing wind directions differ?
What factors must be considered and what techniques must be adopted when:
Choosing a landing site from the air?
Launching from a cleared run above a treed ridge in a strong wind?
Launching at any time?
What is the best approach for landing in a sloping field?
What is the most common cause of accidents?
What indicates that a glider has lost it's zero porosity?
Which important safety item should be carried when coastal soaring?
How do groundspeed and airspeed relate?
What are the responsibilities of a Restricted Pilot in regard to advice, supervision and attaching a streamer? Why?